



Pedal Power



Volume 17 No. 4 December 5, 2005 #63



From the Chairman:

Winter is upon us but many are still enjoying the Great Fall Riding Weather;. We have the joy of Thanksgiving behind us and Christmas is only three weeks and every one is rushed. This newsletter is hurriedly put together without the great work of Barbara Klieforth and Reuben Anderson. This is the hardest part of being Chair of CPABC and getting out Edition #63 over an eighteen year period. Pedal Power takes a week of solid work of research and checking the facts in hopes that you don't miss an important event or let the CPABC Members know what is happening Bike/Ped Wise in their communities. This will be my last newsletter and we are still looking and hoping that someone or a group of "someones" will pick-up the challenge and keep this important line of communication open.

There is not enough space for me to express my satisfaction and fun I have had putting CPABC together (1988) with all of you and the great friendship we have formed over the past eighteen years. I have to quote my great friend Morris Warren, "You have to have the courage to say NO" I respectively will have to step down as Chair of CPABC on December 31, 2005. I will stay with CPABC in/as a support person. But can not continue to publish Pedal Power. We will discuss this important issue at our next General Membership Meeting next Monday 12-5-05 at REI at 7:00PM

I need to thank the CPABC Exec. Committee: Linda Stemmy for her 18 years as Membership Chair., Larry Bleau for as many years as our Treasurer, Randy Mardres-Greatest-Support, Morris Warren, WB&A Trail, Jim Hudnall-Web-Master, Larry Black-Greatest Financial Support, Capt John Brandt-Best Bike Ride Support, Barry Wells-ECG, Bill Clarke-GBC, John Overstreet Bike Safety, Barabra Klieforth Reuben Anderson-Newsletter, Chris Pooley Map making, REI for their 18 years of meeting support, SHA/MDOT, WABA, LAB, BBC, Potomac Pedalers, OHBTC, OLC, BikeFed, Elected Officials, Transportation Staffers and many others that I will surely forget over the years.

I want to thank all of you for all your continuing years of great support/accomplishments and wish you and *your* families the Happiest Christmas and the best on the New Year of 2006.

Lets stay in touch, Thanks, *Bill Kelly*

Next CPABC Meeting Mon. Dec, 5, 2005 7:00PM at REI

REPRESENTING:

College Park	Greenbelt
Bowie	Beltsville
New Carrollton	Laurel
University Park	Lanham
Mount Rainier	Seabrook
Riverdale	Hyattsville
Silver Spring	Adelphi

EXECUTIVE COMMITTEE:

Chairman- Bill Kelly
 Membership- Linda Stemmy
 Treasurer- Larry Bleau
 Secretary- open
 Promotion- Larry Black
 WB&A Trail- Morris Warren
 ADT Trail- Harry Cyphers
 Safety, BBC- John Overstreet
 Map Mont. Co.- Randy Mardres
 ECG- Barry Wells
 Greenbelt Coalition- Bill Clarke Bike
 Safety- Cpt. John Brandt
 Newsletter- Barbara Klieforth /
 Reuben Anderson

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Capt. John Brandt of the University of Maryland and Nationally Known Police Bicycle Instructor Has Outlined Some Very Important Bicycle Skills

Teach Your Children Well

Our children learn to ride bicycles from us. They also learn the rules of the road and good (or bad) cycling habits from us. Like it or not, we're the role model from which they distill many of their life-long cycling habits. Sometimes we teach them directly, like when we take their training wheels off and teach them to balance on two wheels. More often, we teach them by example. Do not ever doubt that they learn an awful lot by watching us! It's not a pleasant truth, but we're quite probably at fault when they ride against traffic or cross intersections unsafely. Their health, and too often their lives, may be riding on what we teach them by example. So what is it that we actually teach them?

Bicycling expert and author, Jon Forrester, put it best when he wrote, "Cyclists fare best when they act and are treated as drivers of vehicles." Traffic accident statistics had continuously shown that he's right. As adults, we can draw on a lifetime of experience as vehicle drivers to guide us as bicyclists. Too often, we disregard this immense body of information and ride contrary to all our experience. Maybe we just decide that our bicycles aren't bound by the "rules of the road" or are play/recreational vehicles, or perhaps we're just too lazy or hurried and don't want to ride the extra distances needed when we stay in the flow of traffic or don't want to lose time by waiting at traffic lights. Whatever the reasons, we know we're wrong and we also know that in most cases we'll get away with violating traffic laws. Behavior that might only result in a fall on bike trails, paths, or a sidewalk, can be a deadly mistake in traffic. Your children and other young or inexperienced cyclists learn their cycling habits from observing and emulating you and other cyclists. What kind of example are you?

Sharing the roads with traffic is simple and not as inconvenient as you might think. When you co-exist with motorized traffic, you have the finest roadway system in the world to ride on. You're no longer restricted to meandering trail systems, sidewalks, or aimless paths. You can ride almost everywhere you can drive your car! The inconveniences of obeying Stop signs and traffic lights, and riding with the flow of traffic are minor compared to the benefits of being able to safely share the road with motor vehicles.

If you're going to go out there, be a good example, and ride with traffic; here are a few of the things you might want to think about.

- **Develop your riding skills.** Most bicycle accidents don't involve cars, dogs, joggers, or other traffic; they're merely falls. Learn and practice effective riding and braking skills. Learn to keep your hands on the handlebars and cover your brakes (finger(s) lightly resting on the brake handles) so that you can react quickly in an emergency. Learn and practice using your hand (turn) signals. Learn to look-back without losing control or swerving, so you can safely see what's behind you before you turn or lane change.
- **Be seen.** Wear clothing that's visible. Remember that bright colors are nice in daylight, but at night they're just another shade of gray. Riding from dusk to dawn

continued>>>>

calls for reflective clothing, pedal, wheel, and frame reflectors on your bike, and head and tail lights. Then, you need to be where drivers expect you to be so they can see you. Ride with the flow of traffic, use your hand signals, stay as far to the right as practicable except when passing or turning, etc.

- **Be predictable.** As experienced motor vehicle drivers, we forget how much information we get from the cars around us and how much we can presume about their actions because we count on them obeying traffic laws. We know that they'll drive close to the speed limit, come close to a stop at Stop signs, stop at red lights, usually use turn signals to turn or change lanes, pass on the left, yield when appropriate, etc. When bicyclists don't obey the same laws, we become unpredictable hazards in traffic; dangerous to legitimate traffic and to ourselves. Stop where cars stop (stop signs, red lights, driveway exits, etc.) It's not that hard to slow to a stop and then speed back up. If it's a problem for you, get some help in learning to use your gears to make it easier. Remember that bicyclist have no right-of-way when using a crosswalk to cross a road. In fact, cyclist are usually traveling at a speed that prevents car drivers from reacting in time to avoid striking you. They're only expecting slower pedestrians.
- **Be aware.** In a traffic accident, the smaller vehicle usually sustains the most damage. Other than pedestrians, bicycles are about the smallest vehicles on the roads. Don't forget that! Having the right-of-way doesn't lessen your injuries in an accident. Understand that at any point where traffic intersects, your risk of an accident is far greater. That's where most accidents occur. Intersecting traffic occurs where roads cross, driveways meet roads, paths enter roads, etc. Use extra care to act as a driver of a vehicle and strive to be treated as a driver of a vehicle. Headphones and earplugs are illegal for drivers of vehicles; that includes bicyclists. They significantly impair your ability to be aware of what's around you.
- **Wear Your Helmet.** I hate to sound like a broken record, but almost every death of a cyclist is attributable to head or neck injuries. Broken bones and road-rash, just don't generally cause death. Helmets are designed to reduce the sudden deceleration of the head in an impact. This means that they protect your brain and your neck. They're a one-time-use product and when they get too old, they don't work as well. If you're in an accident where you hit your head, buy a new helmet. Most manufacturers recommend replacing them every 5-10 years even without an accident. Be sure to read the literature that comes with your helmet.
- **Thank people like Bill Kelly.** There aren't very many people willing to donate their time and effort to make the roads a better place for bicyclists. Give Bill a call or an email to thank him for all he's done for us in the past 18 years. I know I'll miss having him looking out for my bicycling welfare. *Thank you, Bill!*

There is one last thing that I'd recommend for all adult cyclists. Find some formal training. When I first became a bicycle cop, I had to go through a certification course that was 40 hours long. I remember wondering how they'd fill the time in the class. Once I'd graduated, I wished they'd had just a little more time. There was just so much learn and so much to practice. You'll see what I mean if you take a one or two-day adult-cyclist class. Take a League of American Bicyclists, "*Effective Cycling*" class or any other Adult Cycling class you can and then be a good example and teach your children well!

Secretary of Transportation Robert L. Flanagan of MDOT has written a very Supportive Memo of Off-Road Biking In Md. & Listed Some of the Projects

Maryland aggressively developing hiking/biking trails

*By Robert L. Flanagan, Maryland Transportation Secretary
Wednesday, November 2, 2005 9:16 AM EST*

There have been many newspaper headlines about the Ehrlich administration's work to build the Intercounty Connector, expand major highways such as the Baltimore Beltway and Interstate-95, and improve our transit system. These projects are critically needed to reduce the gridlock that sometimes paralyzes traffic around the state. But many people do not realize that during that time, the Ehrlich administration has been quietly working to expand and improve our state's trail network.

Trails have many benefits. They allow people to experience history and culture. They provide an inexpensive opportunity for families to see the great outdoors. They also have public health benefits. It is estimated that more than two-thirds of Americans are overweight or obese, and trails are a perfect way to get - and stay- in shape. But there is another reason why trails are important: economics.

Over the next 20 years, the "baby boom" generation - largest in American history - will retire. Maryland is already setting records in travel and tourism, drawing more than 20 million visitors in 2003, according to the Maryland Department of Business and Economic Development. Gov. Ehrlich wants the state to draw more and more Americans to its spectacular trail system.

Statistics tell only part of the story. You can see the results firsthand in places like Hancock and Williamsport, where the C&O Canal Towpath and the Western Maryland Rail Trail are drawing new customers to hotels and restaurants. Trails are breathing new life into small towns throughout Maryland that suffered for years from unemployment.

Maryland is blessed with more than 30 major hiker-biker trails, and each reflects the diversity of a different part of our state. The state's largest and most famous trail parallels the old Chesapeake and Ohio Canal, once a major commercial artery between Cumberland and Washington, D.C. Along the 184-mile trail, there are countless locks, lock houses, and aqueducts, and the towpath provides a spectacular view of the Potomac River Valley. The Northern Central Railroad Trail extends for 21 miles, from the Hunt Valley suburbs to the farms of northern Baltimore County. The Chesapeake and Delaware Canal Trail parallels one of the East Coast's most active shipping channels, in northeastern Maryland and Delaware. Along the

Baltimore/Washington International Airport trail, first of its kind to encircle an airport, hikers and bikers can enjoy the unique sights of one of the region's fastest-growing airports.

Over the past year, the Ehrlich administration has announced several new trail initiatives throughout Maryland:

The Allegheny Highlands Trail: On Aug. 24, Gov. Ehrlich and other officials celebrated the opening of the second phase of the Allegheny Highlands Trail, from the New Hope Road Trailhead to Woodcock Hollow. Gov. Ehrlich also committed the state to finishing the last

phase of the trail, from Woodcock Hollow to Cumberland, by the end of 2006. When finished, the Allegheny Highlands Trail will be the 21-mile Maryland link in a 400-mile trail network extending from Pittsburgh to Washington, D.C., one of the longest on the East Coast. It is a critical element of Western Maryland's economic development strategy.

The Western Maryland Rail Trail: This 23-mile trail extends from Big Pool to Pearre Station in Washington County. The first three phases were constructed between 1995 and 2005. Gov. Ehrlich recently committed \$5 million to extend the trail another four miles to Little Orleans. Not only will this new section provide sweeping vistas of the Upper Branch of the Potomac River, but it will offer access to the historic Indigo Tunnel.

The Gwynns Falls Trail: Earlier this year, I joined other elected officials at the opening of the Gwynns Falls Trail in Baltimore City. The state has contributed \$6.2 million to this urban greenway, working with its local partners on a 14-mile trail that snakes its way through the Gwynns Falls watershed and passes through some of Baltimore's premiere attractions and well-known neighborhoods.

The Ma & Pa Heritage Trail: This 2-mile trail will extend from Bel Air's Tollgate Park to Edgeley Grove Farm along the former Ma & Pa Railroad line. This is a top priority for Harford County, which views the trail as a way to boost downtown business in the county seat.

The state is working to develop new trails, including the Eastern Shore and Southern Maryland, where there are relatively few routes, but where demand is increasing. Whenever a new trail is considered, planners carefully consider the impact on neighborhoods and farmers. This is also a major priority for the Maryland Bicycle and Pedestrian Advisory Council, which advises Gov. Ehrlich on trail issues.

One of my goals as secretary of transportation is to help make Maryland a leader in trail development. Working with our local partners, trails represent a relatively inexpensive way to promote good health, boost tourism, and help us better appreciate the beauty and diversity of Maryland.

Great Meeting with SHA Administrator Neil Pedersen

We at CPABC along with 18 others met on Friday Nov. 30, 2005 at 7:30AM (In the Morning) at IKEA to discuss Bike/Ped Facilities In the region. We usually meet with Neil Pedersen about every six months to get straight answers and a current Update on what is happening and is planned for Bike/Ped Facilities in our communities. Sen. John Giannetti along with Councilman Bob Catlin and SHA/MDOT Staffers spent 1 and 1/2 hours with us racing over the many projects ongoing in our region. We talked about The Improvements of US #1 - \$100,000,000 and the lack all the parties working together to get US# 1 fixed, The 18 Mile Bikeway of the \$2.6 Billion Dollar ICC, the Improvements on Route #29 (Bicycle Accommodations included in the Newsletter)-\$162 Million) and the funding sources available to SHA and many needs that need attention. IKEA provided wonderful coffee and buns for us. We appreciate Neil and Sen. Giannetti meeting with us and we will review this important meeting further at our CPABC Meeting 12-5-05 at I at 7:00 PM. See you there

Quick Takes

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Next Map Making Session is Wed. Dec. 14, 2005

Our Map Making Session will be Wednesday Dec. 14, 2005 at 6:00 PM at Barbara Klieforth's EPA Office at Reagan Bldg. 13th Pa. Ave., NW Barbara can be reached at work 202/564-6787 Come out, take a look, lend a hand..

Councilman Tom Dernoga Moving Ahead On County On-Road Bike Lanes

We are so pleased that our Prince George's County Councilman, Tom Dernoga is moving ahead/.holding meetings to extend the Rhode Island Ave, On-Road Bikelanes from Paducah Rd. north across US# 1 to Powder Mill Rd. WAVA is going to build a Giant two Acre Gas Station , north of Sunnyside on the east side of US#1 between Rhode Island Ave. he is also working on BikeLanes on Montgomery Rd. between US# 1 and Powder Mill Road. We appreciate the good work Councilman Tom Dernoga has done.

President George Bush Was seen Riding his Mountain Bike in China

It was great seeing our active President George W. Bush riding his Mountain Bike in China a few weeks ago. He was riding with China's Olympic Biking Team. This is the best endorsement an advocacy group can get is to have their president riding his Bike around the world. Way to go president!!.

Our Next CPABC General Membership Meeting is 12-5-2005

Please try to join us on Monday Dec. 5, 2005 at 7:00 PM at REI in College Park for our next General Membership Meeting. We will be discussing the Future of CPABC(Chairman Bill Kelly will be Standing Down), the progress of our North Central Map, and other important matters

Next Bike/Ped Symposium In Annapolis Feb. 8, 2006

The next Bike/Ped Symposium is Wednesday February 8, 2006 in the Miller Senate Office Building in Annapolis. Jim Hudnall (301/567-0089, jim@ohbike.org) along with One Less Car is working on this important event. Mark you calendar and plan to attend this all-day exciting event.

Important Web-Site and E-mail Address

_____ Marylandroads.com

bikes@sha.state.md.us

Harvey Muller- Bike/Ped Coordinator at SHA Has Put Together a Scenario of the Bike/Ped Facilities Along Rt. #29 to Briggs Chaney Road. To Rt. #198

Check these Facilities Out and Feedback to Harvey at 410/545-5656

US 29 from Stewart Lane to south of MD 198

- Cyclists will continue to use the US 29 shoulders.

US 29 at Randolph/Cherry Hill – scheduled to be complete late fall 2005

- South of Cherry Hill Road, cyclists will use Prosperity Drive
- North of Cherry Hill Road, a new pathway will connect to Deer Park Drive

Old Columbia Pike

- 5 foot wide bike lanes and pocket lanes

Randolph Road

- 5 foot wide bike lanes and pocket lanes
- 8 foot pathway on the north side of Randolph/Cherry Hill and the southwest side of Old Columbia Pike

US 29 at Briggs Chaney Road – scheduled to be complete fall 2007

- 10 foot wide pathway along northbound US 29 from Briggs Chaney to a connection to an existing parking lot (+/- 1100 feet)

Old Columbia Pike

- 5 foot wide bike lanes and pocket lanes
- 8 foot wide pathway on the west side of Old Columbia south of Briggs Chaney

Briggs Chaney Road

- 5 foot wide bike lanes and pocket lanes
- 8 foot wide pathway on the south side of Briggs Chaney, east of Old Columbia Pike intersection

US 29 at MD 198 – scheduled to be complete fall 2005

- 10 foot wide pathway east of northbound US 29 from 200 feet south of Blackburn Road to MD 198
- 10 foot wide pathway from west side of southbound US 29 (along a ramp and existing US 29) from Blackburn Road to MD 198

Blackburn Road

- 10 foot wide pathway on the north side of Blackburn Road from US 29 to project limits

MD 198

- 8 foot wide pathway on the south side of MD 198 from existing US 29 intersection to east limit of project.

Dustin Road

- 10 foot wide pathway on the south side of the roadway from the roundabout to eastern limit of project.

Fall/Winter Schedule of Events:

Mon. Dec. 5, 2005 7:00PM CPABC Meeting College Park REI

Fri. Dec. 9, 2005 Next MPBAC Meeting 10:00AM BWI

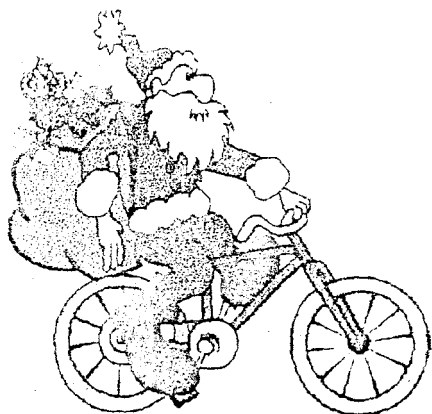
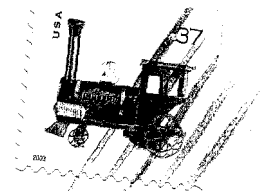
Wed. Dec 14, 2005 Map Making Session 6:00PM Reagan Bldg.

Wed. Feb. 8, 2006 Bike/Ped Symposium in Annapolis-All Day

Wed.-Fri. March 1-3-2006 National Bike Summit-Washington DC

Don't Forget to Check our CPABC Web-Site www.cpabc.org

Proteus Bike Shop
9217 Baltimore Ave.
College Park, Md.\20740
301/441-2928



CPABC Meeting Mon. Dec, 5, 2005 7:00 pm at REI

DECEMBER 2005